

**CHAPTER 8**  
**COMMENTS AND COORDINATION**

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## CHAPTER 8

### COMMENTS AND COORDINATION

#### 8.0 INTRODUCTION

The preparation of the DEIS, SDEIS, LSS, and this FEIS involved extensive coordination and consultation with the public that may be affected by the proposed project. The public includes:

- project-area residents, including individuals, groups, clubs, and other social institutions;
- businesses and organizations operating within the project corridor; and
- public officials and agencies with regulatory oversight and other administrative responsibilities within the project area.

This section provides a brief summary of the agency coordination and public involvement that occurred throughout the preparation of the DEIS, SDEIS, and LSS.

#### 8.1 PUBLIC INVOLVEMENT

The initial public involvement opportunity occurred at the Public Scoping Meeting held on July 8, 1999. The meeting notification process included direct mailings to interested residents, property owners, and elected officials; three legal advertisements in local newspapers; and a paid advertisement in a local newspaper. The purpose of the meeting was to initiate public involvement and identify the range of alternatives, environmental impacts, and important issues to be addressed in the EIS. The meeting opened with an approximate one-hour technical presentation summarizing the role of the NTTA, the results of the TxDOT *Trinity Parkway Corridor Major Transportation Investment Study* (MTIS) (TxDOT, 1998a), and information concerning public/agency involvement, environmental issues, alternatives, and the project schedule. Exhibits were displayed showing existing and projected traffic problems, the proposed project area within the preliminary Build Alternatives, existing land use, and diagrams of typical sections. Each attendee was given a handout that included the meeting agenda, copies of slides used during the presentation, an information sheet, a returnable comment sheet, and the City of Dallas *Trinity River Corridor 1998 Year in Review*. After the technical presentation and a short intermission, the attendees were asked to present verbal and written comments concerning scoping issues to be addressed in the EIS. A listing by date of various public participation events and a summary of the public scoping meeting are included in **FEIS Appendix A-3**.

Public involvement occurred through meetings of the Community Advisory Work Group (CAWG) during the period from 1999 to 2005. The CAWG was composed of members of the community who volunteer their time to stay involved in the project through regular meetings and other activities. The CAWG was intended to provide broad-based representation of the community at large, but on a smaller scale to provide a reasonably-sized working group. The group's primary role was to monitor the project process from the community perspective and to provide input, ideas, and concerns to the project team. The CAWG was composed of roughly equal representation from the following sectors of the community:

- neighborhood associations and places of worship;
- business interests and land owners;
- environmental and recreational interests;
- civic groups and chambers of commerce;
- local governments; and
- local agencies.

The identification of the representatives for *neighborhood associations and places of worship* was carried out in small group meetings at recreation centers and other suitable sites within identified neighborhood clusters in the project area. At small group meetings in these neighborhoods, members of the community were requested to volunteer as representatives for their area. A listing of CAWG participants is included in **FEIS Appendix A-3, Table A-3.1** and a summary of attendance at CAWG meetings is found in **FEIS Appendix A-3, Table A-3.2**.

Additionally, briefings and presentations have been made to the following: NTTA Board of Directors; the Trinity River Corridor Citizens Committee; Recreation, Economic Development, and Transportation Sub-committee; Dallas Plan Conference; Richardson Church Group; Richardson Chamber of Commerce; West Dallas Business Association; T.R. Hoover (South Dallas) Neighborhood Association; Stemmons Corridor Business Association; Industrial Corridor Businesses; Oak Cliff Chamber of Commerce; New Hope Baptist Church; Water Environment Association of Texas; Greater Dallas Chamber of Commerce; Dallas City Council; Dallas Landmark Commission; American Society of Landscape Architects – DFW Section; American Institute of Architects – Dallas Chapter; North Dallas Shepard Center; Dallas County Judge Jackson; State Representative Yvonne Davis; and the Texas Historical Commission.

Information regarding this project has been provided through a web page on NTTA's website (<https://www.ntta.org/roadsprojects/futproj/trihwy/Pages/default.aspx>). This information includes a description of the project and the alternatives under study, maps of the project area, frequently

asked questions, project newsletters, information from the community/public meetings, and contact information. This information is reviewed and updated on a quarterly basis, or as deemed necessary for time-sensitive information. Electronic copies of the Trinity Parkway EIS documents are posted on the website.

## **8.2 AGENCY COORDINATION**

An initial Interagency Scoping Meeting was held on May 17, 1999, to introduce the project concept, review the alignment alternatives, and identify environmental resource concerns. Participants included the FHWA, TxDOT, USACE, USEPA, City of Dallas, and NTTA.

On June 16, 1999, the NTTA, in cooperation with the FHWA, TxDOT, and the City of Dallas, published a Notice of Intent in the *Federal Register* to prepare an EIS for the proposed project (a copy of the notice is included in **FEIS Appendix A-5**).

Additional Interagency Scoping Meetings were held on July 6, August 10, and September 8, 1999, to further identify environmental resource issues. The August and September meetings included bus tours of the project area. On January 10, 2000, a meeting with the SHPO was held to define the “area of potential effects” for cultural resources. Coordination with the SHPO under Section 106 of the NHPA was initiated by letter, dated June 5, 2002.

During the agency scoping process in 1999, a formal request was extended to the TPWD and USFWS for identification of biological resource issues and concerns and to determine review/consultation requirements (see reference to correspondence in **FEIS Appendix A-1**).

On December 12, 2000, the FHWA issued a supplementary NOI in the *Federal Register* to include in the EIS an evaluation of the proposed City of Dallas Lake Plan (*Trinity River Corridor MIP*). The supplementary NOI was issued because additional analysis was needed to fully address the impacts of potential coordination and planning considerations for these projects (see **FEIS Section 1.6.1.2**).

On January 17, 2001, a meeting and bus tour were held with members of the THC, TxDOT, NTTA, City of Dallas, and consultant architects to categorize for potential historic significance those structures that may be displaced by each alternative alignment.

Monthly Trinity River Interagency Executive Team Meetings have provided continuing agency involvement. These meetings started on June 29, 1999, occurred on a monthly basis through

2012, and have continued on a quarterly basis thereafter. The Trinity River Interagency Executive Team includes staff from the following organizations: City of Dallas Trinity River Corridor Project Office, USACE, TCEQ, USEPA, TxDOT, NCTCOG, Dallas County, and NTTA.

Numerous agency coordination meetings have been conducted with the FHWA, USACE, USEPA, TxDOT, City of Dallas, and NTTA to discuss various aspects of the proposed project. A listing of agency coordination meetings is presented in **Appendix A-3**, and a summary of agency written coordination and copies of agency correspondence are included in **Appendices A-1 and A-2**.

Informal coordination has occurred through various discussions with local USFWS and TPWD staff regarding potential occurrences of threatened and endangered species and rare biological resources. Coordination with these agencies would continue should a Build Alternative be selected in the anticipated ROD.

**FEIS Sections 8.3 through 8.5** below present an overview of the public hearing process for the DEIS, SDEIS, and LSS. The DEIS (in 2005), SDEIS (in 2009), and LSS (in 2012) documents were circulated for comment to the federal and state resource agencies including THC, TCEQ, TPWD, USEPA, FEMA, USACE, USCG, USDA, U.S. Department of Housing and Urban Development, U.S. Department of the Interior, and USFWS. Comments received from these agencies, along with public comments received and a general overview of the three public hearings having occurred thus far throughout the Trinity Parkway EIS process, are summarized below. More detailed accountings of the public hearings can be found in **FEIS Appendices K** (DEIS), **L** (SDEIS), and **M** (LSS).

### **8.3 DEIS PUBLIC HEARING**

A public hearing was held on Tuesday, March 29, 2005, at the Dallas Convention Center Arena. Prior to the hearing, a variety of notices were provided to inform members of the community about the proposed project, the public hearing, and the opportunity to provide comments. Notices were published in the legal notice sections of four area newspapers, as outlined in **Table 8-1**, and notices were mailed to community leaders, agencies, interested groups, potential affected property owners, and persons on the project mailing list. **FEIS Appendix K** provides a reference to the location on NTTA's website where the content of the legal notice and the materials mailed to property owners, as well as a listing of the locations where copies of the DEIS were made available to the public for review, may be found. In addition to legal notices, the

hearing was publicized by news releases distributed to area broadcast media. The DEIS was also posted on the NTTA's website ([www.ntta.org](http://www.ntta.org)) prior to the public hearing.

**TABLE 8-1. PUBLICATION OF NOTICES OF THE DEIS PUBLIC HEARING**

| <b>Publication</b>               | <b>1<sup>st</sup> Notice</b> | <b>2<sup>nd</sup> Notice</b> | <b>3<sup>rd</sup> Notice</b> | <b>4<sup>th</sup> Notice</b> |
|----------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|
| <i>Dallas Morning News</i>       | 25 Feb. 2005                 | 4 Mar. 2005                  | 11 Mar. 2005                 | 20 Mar. 2005                 |
| <i>Al Dia (Spanish)</i>          | 25 Feb. 2005                 | 4 Mar. 2005                  | 11 Mar. 2005                 | 19 Mar. 2005                 |
| <i>Dallas Weekly</i>             | 23 Feb. 2005                 | 2 Mar. 2005                  | 9 Mar. 2005                  | 23 Mar. 2005                 |
| <i>El Sol de Texas (Spanish)</i> | 25 Feb. 2005                 | 4 Mar. 2005                  | 11 Mar. 2005                 | 18 Mar. 2005                 |

An open house was held from 2:00 p.m. to 6:00 p.m. on the date of the hearing, which allowed members of the public to view exhibits detailing aspects of the No-Build Alternative (Alternative 1) and six Build Alternatives (Alternatives 2A, 2B, 3A, 3B, 4A, and 5) under consideration, and summarized important findings of the DEIS and Preliminary Section 4(f) Evaluation. The following stations were available for attendees to visit: (1) registration; (2) ROW acquisition and relocation assistance; (3) copies of the DEIS; (4) poster exhibits depicting various aspects of the project and its alternatives; and, (5) design schematics for each alternative. Project team members were available at each of these stations to answer questions about the proposed project. A welcome packet of materials was handed to each person who registered, which included the following: the meeting agenda; copies of slides used during the formal presentation; a summary of characteristics and impacts for each of the alternatives under consideration; instructions as to where copies of the DEIS could be reviewed; and instructions and forms regarding making verbal and written comments on the DEIS.

Attendance of 159 people was recorded for the public hearing; this number includes one elected official from the City of Dallas and 13 public officials. In addition, at least 20 people representing the FHWA, TxDOT, and NTTA were available to explain the proposed project and answer questions. During the formal presentation for the hearing, which began at 6:00 p.m., the NTTA provided information on the proposed construction of the Trinity Parkway reliever route from the IH-35E / SH-183 Interchange to US-175 / SH-310 Interchange in the City of Dallas.

During the formal presentation for the hearing, public officials and members of the public were given the opportunity to make comments. Verbal comments were received from one elected official and 21 members of the public (residents who elected to provide a verbal statement outside the formal hearing were permitted to do so). Transcripts of the formal presentation, verbal statements given during the hearing and verbal statements given to a court reporter may be found on NTTA's website

(<https://www.ntta.org/roadsprojects/futproj/trihwy/Pages/default.aspx>).

The formal comment period for the DEIS began February 10, 2005, and closed on April 8, 2005. During this period, 57 written statements were received from members of the public and two were received from elected officials. The DEIS was also distributed to all federal, state, and local government agencies with potential interest in the proposed project; 10 written statements were received from government agencies. Copies and an index of the written statements received from the public and from agencies may be found on NTTA's website (<https://www.ntta.org/roadsprojects/futproj/trihwy/Pages/default.aspx>).

A total of 22 people spoke or wrote in support of the proposed project and 16 people spoke or wrote in opposition to the project. The majority of the oral and written comments from residents favored the project, and particularly Alternative 3B. Most of the residents that expressed opposition to the proposed project said they did not want to see a highway within the Dallas Floodway. The opposition of these residents centered on the negative effect that the new roadway would have on the existing human and natural environment. Major concerns expressed involved the following environmental issues: relocations and displacements, floodplains, wetlands, and wildlife habitat.

A summary and analysis report of all verbal and written comments submitted on the DEIS, and the FHWA's responses thereto, may be found on NTTA's website (<https://www.ntta.org/roadsprojects/futproj/trihwy/Pages/default.aspx>). Specific comments on different topics were extracted from each statement, and the FHWA prepared detailed responses to similar comments that were designated as "subtopics." These comments and responses were organized according to 21 topics and 226 subtopics. A listing of the topics addressed by these comments and responses (the number of subtopics for which a specific response was prepared is shown in parentheses) follows:

- |                                  |                          |
|----------------------------------|--------------------------|
| • Purpose and Need (9)           | • Floodplains (26)       |
| • Alternatives (21)              | • Cultural Resources (4) |
| • Project Design (20)            | • Noise (7)              |
| • Costs (5)                      | • Parklands (6)          |
| • Regulatory Process (12)        | • Visual Resources (2)   |
| • Public Involvement (10)        | • Water Quality (8)      |
| • USACE Coordination (10)        | • Wetlands (21)          |
| • Adequacy of Investigation (16) | • Wildlife Habitat (16)  |
| • Air Quality (12)               | • Other Impacts (6)      |
| • Economic Impacts (4)           | • Cumulative Impacts (8) |
| • Environmental Justice (3)      |                          |



## 8.4 SDEIS PUBLIC HEARING

A public hearing was held on Tuesday, May 5, 2009, at the Dallas Convention Center Arena. Prior to the hearing, a variety of notices were provided to inform members of the community about the proposed project, the public hearing, and the opportunity to provide comments. Notices were published in the legal notice sections of three area newspapers, as outlined in **Table 8-2**, and notices were mailed to community leaders, agencies, interested groups, potential affected property owners, and persons on the project mailing list. Notices of Availability were published in both the *Federal Register* and the *Texas Register* in accordance with NEPA and the Texas Administrative Code (TAC) on March 20, 2009. An amendment to the *Federal Register* Notice of Availability was printed on April 3, 2009. The content of the legal notice and the materials mailed to property owners is provided in **FEIS Appendix L-3**, as is a listing of the locations where copies of the SDEIS were made available to the public for review. In addition to legal notices, the hearing was publicized by news releases distributed to area broadcast media. The SDEIS was also posted on the NTTA's website ([www.ntta.org](http://www.ntta.org)) prior to the public hearing.

**TABLE 8-2. PUBLICATION OF NOTICES OF THE SDEIS PUBLIC HEARING**

| Publication                | 1 <sup>st</sup> Notice | 2 <sup>nd</sup> Notice | 3 <sup>rd</sup> Notice | 4 <sup>th</sup> Notice | 5 <sup>th</sup> Notice |
|----------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| <i>Dallas Morning News</i> | 21 Mar. 2009           | 5 Apr. 2009            | 12 Apr. 2009           | 19 Apr. 2009           | 26 Apr. 2009           |
| <i>Al Dia (Spanish)</i>    | 21 Mar. 2009           | 4 Apr. 2009            | 11 Apr. 2009           | 18 Apr. 2009           | 25 Apr. 2009           |
| <i>Dallas Weekly</i>       | 19 Mar. 2009           | 9 Apr. 2009            | 16 Apr. 2009           | 23 Apr. 2009           | 30 Apr. 2009           |

An open house was held from 4:00 p.m. to 7:00 p.m. on the date of the hearing, which allowed members of the public to view exhibits detailing aspects of the No-Build Alternative (Alternative 1) and eight Build Alternatives (Alternatives 2A, 2B, 3A, 3B, 3C, 4A, 4B, and 5) under consideration, and summarized important findings of the SDEIS and Preliminary Section 4(f) Evaluation. The following stations were available for attendees to visit: (1) registration tables with speaker forms and handouts; (2) media; (3) SDEIS CD and book sales; (4) environmental exhibits; (5) noise mitigation; (6) toll education; (7) NTTA's Municipal Separate Storm Sewer System (MS4); (8) visualization displays of alternatives; (9) poster exhibits depicting various aspects of the project and alternatives; and (10) design schematics for each alternative. Project team members were available at each of these stations to answer questions about the proposed project. A listing of the exhibits displayed and several photographs of the public hearing are included in **FEIS Appendix L-3**. This appendix also contains a copy of a welcome packet of materials handed to each person who registered, which included the following: the meeting agenda; copies of slides used during the formal presentation; a summary of characteristics and impacts for each of the

alternatives under consideration; instructions as to where copies of the SDEIS could be reviewed; and instructions and forms regarding making verbal and written comments on the SDEIS.

Attendance of 405 people was recorded for the public hearing; this number includes six elected officials, and 10 media representatives. In addition, 80 people representing the FHWA, TxDOT, and NTTA project team were available to explain the proposed project and answer questions. During the formal presentation for the hearing, which began at 7:00 p.m., the NTTA provided information on the proposed construction of the Trinity Parkway reliever route from the IH-35E / SH-183 Interchange to US-175 / SH-310 Interchange in the City of Dallas.

During the formal presentation for the hearing, public officials and members of the public were given the opportunity to make comments. Verbal comments were received from one elected official and 38 members of the public (residents who elected to provide a verbal statement outside the formal hearing were permitted to do so). Transcripts of the formal presentation, verbal statements given during the hearing, and verbal statements given to a court reporter are included in **FEIS Appendix L-4**.

The formal comment period for the SDEIS began May 5, 2009, and closed on June 30, 2009. Originally, the comment period was scheduled to end 10 days after the public hearing on May 15, 2009. Following the public hearing, the comment period was extended to June 30, 2009, in response to public comments. Notices of the extended comment period were published in the *Dallas Morning News* on June 3, 2009; in *Al Dia* on June 6, 2009; and in the *Dallas Weekly* on June 4, 2009. During this period, 294 written statements were received from members of the public and five were received from elected officials. The SDEIS was also distributed to all federal, state, and local government agencies with potential interest in the proposed project; ten written statements were received from government agencies. Copies and an index of the written statements received from the public and from agencies are included in **FEIS Appendix L-5**.

The majority of commenters expressing support for a Build Alternative cited a preference for Alternative 3C and opposition for Alternatives 2A and 2B, primarily due to adverse impacts on local businesses along Irving/Riverfront Boulevard and adverse impacts to the overall character of the Design District should Alternatives 2A or 2B be implemented. The majority of commenters who expressed support for the No-Build Alternative did so related to concerns about constructing a highway within the Dallas Floodway. Concerns about project funding and cost, public involvement requests (such as extending the formal comment period), and several comments related to the USACE Levee Inspection Report, were also submitted.

A summary and analysis report of all verbal and written comments submitted on the SDEIS, and the FHWA's responses thereto is presented in **FEIS Appendix L-1**. Specific comments on different topics were extracted from each statement, and the FHWA prepared detailed responses to similar comments that were designated as "subtopics." These comments and responses, organized according to 22 topics and 183 subtopics, are presented in **FEIS Appendix L-2**. A listing of the topics addressed by these comments and responses (the number of subtopics for which a specific response was prepared is shown in parentheses) follows:

- Need and Purpose (9)
- Alternatives (22)
- Project Design (7)
- Project Funding and Other Costs (7)
- Regulatory Process and Agency Coordination(12)
- Public Involvement (24)
- Adequacy of Investigation (6)
- Environmental Justice (8)
- Economic Impacts and Property Values (4)
- Right-of-Way Acquisition (4)
- Cultural Resources (5)
- Parkland and Recreational Areas (5)
- Vegetation and Wildlife Resources (16)
- Wetlands (3)
- Water Quality (6)
- Floodplains and Flood Control (22)
- Air Quality (2)
- Noise (2)
- Visual Impacts (3)
- Hazardous Materials (2)
- Indirect and Cumulative Impacts (8)
- Miscellaneous Comments (6)

## 8.5 LSS PUBLIC HEARING

A public hearing was held on May 8, 2012, at the Dallas Convention Center Arena. Prior to the hearing a variety of notices were provided to inform members of the community about the proposed project, the public hearing, and the opportunity to provide comments. Notices were published in the legal notice sections of three area newspapers, as outlined in **Table 8-3**, and notices were mailed to community leaders, agencies, interested groups, potential affected property owners, and persons on the project mailing list. Notices of Availability were published in both the *Federal Register* and the *Texas Register* in accordance with NEPA and the TAC on March 23, 2012. An amendment to the *Federal Register Notice of Availability* was printed on April 13, 2012. The content of the legal notice and the materials mailed to property owners is provided in **FEIS Appendix M-3**, as is a listing of the locations where copies of the LSS were made available to the public for review. In addition to legal notices, the hearing was publicized by news releases distributed to area broadcast media. The LSS was also posted on the NTTA's website ([www.ntta.org](http://www.ntta.org)) prior to the public hearing.

**TABLE 8-3. PUBLICATION OF NOTICES OF THE LSS PUBLIC HEARING**

| <b>Publication</b>         | <b>1<sup>st</sup> Notice</b> | <b>2<sup>nd</sup> Notice</b> | <b>3<sup>rd</sup> Notice</b> | <b>4<sup>th</sup> Notice</b> | <b>5<sup>th</sup> Notice</b> |
|----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|
| <i>Dallas Morning News</i> | 24 Mar. 2012                 | 8 Apr. 2012                  | 15 Apr. 2012                 | 22 Apr. 2012                 | 29 Apr. 2012                 |
| <i>Al Dia (Spanish)</i>    | 24 Mar. 2012                 | 7 Apr. 2012                  | 14 Apr. 2012                 | 21 Apr. 2012                 | 28 Apr. 2012                 |
| <i>Dallas Weekly</i>       | 29 Mar. 2012                 | 5 Apr. 2012                  | 12 Apr. 2012                 | 19 Apr. 2012                 | 26 Apr. 2012                 |

An open house was held from 5:00 p.m. to 7:00 p.m. on the date of the hearing, which allowed members of the public to view exhibits detailing aspects of the No-Build Alternative (Alternative 1) and four Build Alternatives (Alternatives 2A, 2B, 3C, and 4B) under consideration, and summarized important findings of the LSS. The following stations were available for attendees to visit: (1) registration tables with speaker forms and handouts; (2) media; (3) LSS CD and book sales; (4) environmental exhibits; (5) noise mitigation; (6) toll education; (7) ROW table (8) City of Dallas Trinity River Corridor Project table, (9) poster exhibits depicting various aspects of the project and alternatives; and (10) design schematics for each alternative. Project team members were available at each of these stations to answer questions about the proposed project. A listing of the exhibits displayed and several photographs of the public hearing are presented in **FEIS Appendix M-3**. This appendix also contains a copy of a welcome packet of materials handed to each person who registered, which included the following: the meeting agenda, a map of the room layout, a project area map, a summary comparison of practicability of the Trinity Parkway Build Alternatives, a listing and response to frequently-asked questions about the Trinity Parkway, a copy of the slides used during the formal presentation, instructions as to where copies of the LSS could be reviewed, and instructions and forms regarding making verbal and written comments on the LSS.

Attendance of 288 people was recorded for the public hearing; this number includes ten elected officials and 12 media representatives. In addition, 63 people representing the FHWA, TxDOT, and NTTA were available to explain the proposed project and answer questions. During the formal presentation for the hearing, which began at 7:00 p.m., information was provided on the proposed construction of the Trinity Parkway reliever route in the City of Dallas.

During the formal presentation for the hearing, public officials and members of the public were given the opportunity to make comments. Verbal comments were received from three elected officials, one public official, and 34 members of the public (residents who elected to provide a verbal statement outside the formal hearing were permitted to do so). Transcripts of the formal presentation, verbal statements given during the hearing, and verbal statements given to a court reporter are included in **FEIS Appendix M-4**.

The formal comment period for the LSS began May 8, 2012, and closed on May 18, 2012. During this period, 153 written statements were received from members of the public, and eight written statements were received from elected officials. The LSS was also distributed to all federal, state, and local government agencies with potential interest in the proposed project; five written statements were received from government agencies. Copies and an index of the written statements received from the public and from agencies are included in **FEIS Appendix M-5**.

Similar to the comments received from the SDEIS public hearing, the majority of comments from the LSS public hearing expressing support for a Build Alternative cited a preference for Alternative 3C and opposition for Alternatives 2A and 2B, primarily due to adverse impacts on local businesses along Irving/Riverfront Boulevard and adverse impacts to the overall character of the Design District should Alternatives 2A or 2B be implemented. Supporters of the No-Build Alternative generally expressed concerns about the Trinity Parkway being incompatible with the plans and functionality of the Dallas Floodway, about impacts to parks and open space, and about levee impacts and flooding on human safety. Other major issues of concern expressed included a lack of connection of the Trinity Parkway to other major highways, concerns about the practicability analysis completed as part of the LSS, and an overall desire for more focus on public transportation.

A summary and analysis report of all verbal and written comments submitted on the LSS, and the FHWA's responses thereto is presented in **FEIS Appendix M-1**. Specific comments on different topics were extracted from each statement, and the FHWA prepared detailed responses to similar comments that were designated as "subtopics." These comments and responses, organized according to 22 topics and 117 subtopics, are included in **FEIS Appendix M-2**. A listing of the topics addressed by these comments and responses (the number of subtopics for which a specific response was prepared is shown in parentheses) follows:

- |                                       |  |
|---------------------------------------|--|
| • Need and Purpose (5)                | • Needs and Welfare of the People –    |
| • Alternatives (18)                   | Environmental Justice (2)              |
| • Project Design (6)                  | • Needs and Welfare of the People –    |
| • Adequacy of Investigation (4)       | Social/Community Impacts (3)           |
| • Regulatory Process and Agency       | • Air Quality (2)                      |
| Coordination (8)                      | • Noise (2)                            |
| • Practicability of Alternatives (7)  | • Impacts of Flood on Human Safety (5) |
| • Project Cost and Funding (7)        | • Levee Impacts and Risks (6)          |
| • Economic Impacts, Right-of-Way, and | • Incompatible Development – Parkland, |
| Development Potential (4)             | Recreation, and Open Space (2)         |

- Consideration of Existing Logistics (3)
- Waters of the U.S., Including Wetlands and Water Quality (8)
- Fish and Wildlife Habitat Values (3)
- Needs and Welfare of the People – Public Involvement and Public Opinion (11)
- Historic Properties and Compliance with Section 106 and Section 4(f) (5)
- Indirect and Cumulative Impacts (2)
- Other Impacts/Miscellaneous (4)

[END OF CHAPTER]